

AMENDMENT

IN THE CLAIMS:

1-7. (Cancelled).

8. (Currently Amended) An exhaust silencer, comprised of a gas-conducting pipe having openings of a defined cross-section and defined wall height, arranged in a silencer housing in such a manner that it runs through an axial series of silencer housing chambers insulated gastight from each other, into which the openings of the gas-conducting pipe communicatively open, whereby the volumes of all chambers of the silencer housing in connection with the defined openings specifications of all openings ~~of the openings~~ of the pipe communicatively aligned with the respective silencer housing chamber are tunable to an interference frequency band from the noise spectrum of the exhaust gases to be dampened respectively, and the gas-conducting pipe ~~can be~~ is led through the silencer housing chambers in such a manner that the latter run through each of the silencer housing chambers at least twice, with minimal dissipation losses, wherein the gas-conducting pipe is constructed as a modular part for a two-part silencer housing, and the modular part of a modular series of modular parts is configured with different openings ~~characteristics~~, tuned to the same respective silencer housing chamber volumes.

9. (Previously Presented) The exhaust silencer according to Claim 8, further comprising a U-shaped configuration of the pipe assembly in the silencer housing.

10. (Previously Presented) The exhaust silencer according to Claim 8, further comprising a S-form configuration of the pipe assembly in the silencer housing.

11. (Previously Presented) The exhaust silencer according to claim 8, wherein said gas-conducting pipe is made of die cast aluminum or plastic.

12. (Previously Presented) A method for silencing an exhaust installation of a motor vehicle, comprising using the exhaust silencer according to claim 8.